

Remarks:

This amendment is submitted in an earnest effort to advance this case to issue without delay.

The previous amendment amended claim 1 mainly by inserting into it the subject matter of original claims 2 and 4. Hence it was obvious that claims 10, 12, and 17 that were mistakenly left dependent on claims 2 and 4 were to have depended from claim 1. Nothing else would be logical to anyone familiar with the case and the claims.

Hence claims 10, 12-15, and 17 should have been treated on the arts in the previous action.

The subject matter of claims 8, 9, 12, and 13 has been inserted into claim 1 and these claims have been canceled. Thus claim 1 now describes a system where both sides of the car can be completely opened up, even with respect to the angled roof portions, for access to its entire interior from both sides. The cambered roof beam combined with a pair of half-length doors on each side mean that it is no problem to open up the interior of the car from either side to gain access all the way to the middle of the car with no difficulty.

In the cited art, US '489 of Kramer shows a three-section side system where complex linkages are provided to allow the doors to pass each other. Thus this system does not suggest the full-height doors that open up essentially half of the interior of the car.

The other cited references, US '693 of Kampmann and '287 of Norton are even further afield, not suggesting any structure where the doors extend high enough or long enough to open up any significant part of the car. Thus even in combination with Kramer, these references cannot form a valid §103 rejection.

For these reasons all the claims in the case are in condition for allowance. Notice to that effect is earnestly solicited.

If only minor problems that could be corrected by means of a telephone conference stand in the way of allowance of this

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case, the examiner is invited to call the undersigned to make the necessary corrections.

Respectfully submitted,
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Enclosure: None